

building addition is completed the supply of full length lockers for the workmen will be added to until there will be 2042 in place. In the basement of the building where the lockers are located will be 768 porcelain individual washbowls, each one of which is provided with hot and cold water faucets, soap and individual towels. In order that the men may reach these without inconvenience during inclement weather concrete tunnels have been built to connect the factory and

administration buildings. The company gives the use of the big dining room to the Pierce-Arrow Automobile Association, an organization of the employees which holds concerts and dances during the winter months. Any expenditure that has been made in this way the company has found itself repaid for through the high class of workmen attracted by these advantages and the higher grade of workmanship that can be had.

## MARMON AUTO AT THE ROYAL HAWAIIAN GARAGE

The big event at the Royal Hawaiian Garage this week has been the arrival of two beautiful Marmon cars from the factory. They had hardly reached the garage before quite a crowd of auto enthusiasts had gathered to see them and their admiration for the speed-makers was general and strongly expressed.

The cars received are of the five-passenger touring body with closed front type. They have beautiful lines and are probably the strongest built small machines ever brought to the islands. Their speed is a matter of world-wide notoriety. Race after race has been won by the Marmon and it has held its own in all the big races with the highest and speediest cars of America and Europe. The following are some of the great racing victories of the Marmon in a year:

**Coke Cup Race—Indianapolis Speedway, July 1910.** Stock chassis up to 600 cu. in. 200 miles in 163 min., 26.1 sec. Broke record over 10 min. 73.47 mi. per hour. Marmon first with two tire stops; Marmon second, one tire stop.

**Wheeler & Schebler Trophy—Indianapolis Speedway, May, 1910.** open up to 600 cu. in. 200 miles in 166 1-2 min. 72 miles per hour. (Trophy No. 1.) One stop for fuel.

**Vanderbilt—Wheatly Hills Trophy—Autumn of 1909.** stock chassis, 231 to 300 cu. in. 159.6 miles in 190 min. without a stop. 65.4 miles per hour. (Trophy No. 3.)

**Atlanta Speedway Trophy—Atlanta Speedway, Autumn, 1909.** 120 miles in 109 min. without a stop. 66.05 mi. per hour. (Trophy No. 12.)

**Remy Grand Brassard and Trophy—Indianapolis, May, 1910.** 50 miles in 42 1-2 min., 40.7 seconds. 74.38 miles per hour. Marmon first with two tire stops in 42 1-2 min., 70.58 - - - d(m

stope; Marmon second without a stop. (Trophies 4 and 5.)

**Remy Grand Brassard and Trophy—Indianapolis, May, 1910.** 50 miles in 42 1-2 min., 70.58 miles per hour. Marmon first and second.

**Los Angeles Grand Prize—L. A. Motordrome, April, 1910.** Stock chassis up to 600 cu. in. 100 miles in 76 1-2 min. with a stop. 75.6 miles per hour. (Trophy No. 8.) Breaking world's record regardless of class. Marmon "32" with 318 cu. in. displacement.

**Two Hours Free-for-All—Los Angeles Motordrome, April, 1910.** 148 miles in 120 min. without a stop. 74 1-2 mi. per hour. (Trophy No. 9.)

**Fifty Miles Stock Race—Los Angeles Motordrome, April 1910.** 50 miles in 39 min., 53.55 sec. without a stop. 75.2 miles per hour. Marmon first and second. (Trophy No. 11.)

**Hundred Miles Stock Race—L. A. Motordrome, April, 1910.** 100 miles in 85 min., 22 sec. without a stop. 70 1-2 miles per hour. (Trophy No. 10.)

**Ascot Troph—Ascot Horse Track, April, 1910.** 100 miles in 103 min. without a stop. 58.25 miles per hour.

**Ascot Fifty Miles—April, 1910.** 50 miles in 50 min., 16 2-5 sec. 59.83 miles per hour.

**New Orleans Prize—Horse Track, Nov. 1909.** 100 miles in 107 min. without a stop. 56.23 miles per hour.

**New Orleans Fifty Miles—Horse Track, Nov. 1909.** 50 miles in 54 min. without a stop. 55.55 miles per hour.

George Wells, manager of the Royal Hawaiian Garage, has put the price on these cars down so low that they are brought within the cost limit of a moderately expensive machine, although they are recognized all over as being high-class autos. In an advertisement elsewhere in this issue additional information concerning them is given.

## CADILLAC STILL MARKET LEADER

Sales Manager E. R. Benson of the Cadillac Motor Car Company has just returned in a happy frame of mind, from one of his periodical tours among the Company's dealers in Pennsylvania, parts of New York, and the New England States. Throughout the entire region he visited, Mr. Benson found conditions extremely encouraging so far as the Cadillac car is concerned.

The East—meaning New York, Pennsylvania and New England—annually absorbs one-third of the Cadillac output; and Mr. Benson found that the dealers, in almost every instance, are accepting new orders only for delivery after the next two or three months, their allotments through that period being already pledged to buyers.

"Conditions which I have found," said Mr. Benson, "confirm the Cadillac policy, as laid out before we began to manufacture the first 1911 car. As usual, we fixed our schedule of manufacture by months, and the number of cars we would ship each day. This has not been interfered with or changed in any particular, and there appears to be nothing in the immediate future which will necessitate any rearrangement or alteration."

"One of the most reassuring features I encountered was the general evidence of prosperity on the part of the Cadillac dealers. This was shown in the magnificently appointed salesrooms. Several have just completed costly new buildings for the display and care of Cadillac cars. Others have structures under way and will occupy them this fall. Still others are erecting additions to present quarters."

"I found the Cadillac to be rapidly gaining in prestige among discriminating buyers throughout the territory I covered. This condition is not confined to automobile owners, but, according to my observations and inquiries, embraces the general public as well. All of which is gratifying to us as verifying the Cadillac policy of educational national advertising and close co-operation between the factory and its dealers in the field."

Man is a queer animal. He likes to have it said that his baby looks like him, but he gets mad if told he resembles the baby.

## AUSTRALIA BIG MARKET FOR CARS

"More automobiles will be sold in Australia the coming season than ever before and a great percentage of these will be American built cars. The motor situation there is at the same stage now as it was in America two years ago."

This is part of a very interesting statement made by Mr. Roy W. Sandford, of Sydney, New South Wales, Australia, while at the Chalmers Motor Company. Mr. Sandford is in an excellent position to speak as regards motoring conditions in his country, from the fact that he has been so closely allied with the business for several years.

He has taken the Australian agency for Chalmers cars after making a study of the different machines built in this country, with a view to selling the one which would best meet Australian conditions and demands. Mr. Sandford is very much interested in American manufacturing methods and has spent considerable time at the Chalmers factory.

He says with regard to the Australian situation: "Up to the first of 1909 the demand was almost exclusively for European built cars, English, French and Italian having the preference. A great deal of prejudice has existed against American cars."

"Now, however, this condition is changing. Australians are beginning to realize that the heavy, high power continental cars are not so practical or economical on the rough roads of this country. They use more gasoline, which is 30c. per gallon in Australia, and wear out more tires. The American cars are lighter and give greater power with less fuel. I believe that the coming season will see a greatly increased number of American cars in Australia."

"Owing to the great predominance of European built cars, Continental standards in design and finish are preferred by the people. One reason I have chosen the Chalmers car is because I find that it conforms closely to European design. While it has the grace and speed of these foreign machines and also has the same beauty of finish and workmanship, the price is much lower, and the lighter weight makes the car more practicable for Australian conditions. "Australia is one of the greatest markets in the world for automobiles."

Only a slight percentage of the people who can own cars are supplied. With five million population there are only about thirty-five hundred cars in use. There is no country where the automobile is more needed as a means of traveling from one place to another. The distances are very great and railroad facilities poor. In addition to this the people are generally prosperous and in a position to buy automobiles.

"The owners of large plantations, which are numerous in Australia, have not yet begun to realize the possibilities of the motor car and I expect a large business among this class of people when the demand has once been created."

Mr. Sandford has contracted for a number of Chambers cars to be delivered each month.

A woman likes to have her husband run for a political office so that she may have a chance to get pictures of

the entire family in the newspapers.

EXCLUSIVE AGENTS FOR  
**THE Racycle**  
Y. YOSHIKAWA, 180 KING ST.  
**FURNITURE**

Upholstered,  
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Book on patents. "Hints to inventors." "Inventions needed." "Why some inventors fail." Send rough sketch or model for search of Patent Office records. Our Mr. Greeley was formerly Acting Commissioner of Patents, and as such had full charge of the U. S. Patent Office.  
**GREELEY & McINTIRE**  
PATENT ATTORNEYS  
WASHINGTON, D. C.

## CITY MAUSOLEUM

The ideal system of burial. The method being adopted everywhere throughout the civilized world. Approved by the Hawaiian Board of Health. Plans and specifications approved by Marston Campbell, Superintendent of Public Works. The change from earth burial to the mausoleum plan is urgently demanded by conditions as they exist in Honolulu at the present time.

**The Townsend Undertaking Co., Ltd**  
BERETANIA ST., OPP. SACHS' STORE.  
W. W. HALL, President. J. H. TOWNSEND, Treasurer.

## Specifications Marmon "Thirty-Two"

**Seating Capacity**—Touring car, Suburban, four; Roadster, two.  
**Frame**—Pressed steel.  
**Motor**—Water cooled, four-cylinder, vertical, cast in pairs with valves on opposite sides. Bore 4 1-2 inches; stroke 5 inches.  
**Horsepower**—32-40.  
**Oiling**—Marmon system of automatic forced-feed lubrication in motor, delivering oil through the hollow crank shaft directly into the main bearings, connecting rod bearings and piston pin bearings. Oil thrown off by movement of crank lubricates the walls of the cylinders, the cam shaft and gears, valve tappets, etc. Oil pressure is regulated with an adjustable relief valve placed conveniently outside the crank case. Oil returns to the reservoir below the sweep of the cranks, passing through a screen, and is used over and over. Oil consumption, friction and wear reduced to the minimum.  
**Ignition**—High tension magneto and battery, dual system, one set of plugs over intake valves and single coil on dash.  
**Transmission**—Selective type sliding gear arranged very compactly in a dust-proof, oil-tight case adjoining differential housing on rear axle. Three speeds forward and reverse. Special steel and mounted in large imported ball bearings. Operation with one side lever working in H slot. The gear may be removed through the rear of the axle. Very accessible.  
**Clutch**—Asbestos fabric faced cone clutch with relieving springs under the fabric. Easy of access and easily removed.  
**Drive**—Bevel gear, straight line shaft drive.  
**Rear Axle**—Semi-floating type. Bevel gear differential removable through axle housing directly from the rear. Very accessible. Wheels run on the axle tubes driven by the floating axle shafts within, bolted to the outer end of wheel hubs.  
**Front Axle**—Forged steel "I" section. Weight carried by ball thrust bearings. Conical roller wheel bearings. Yokes and steering arms steel forgings, annealed. Cross connection back of axle.  
**Brakes**—The two steel brake shoes 14 inches diameter by 2 inches face in each rear wheel placed side by side, faced with asbestos fabric, operated through equalizers. Improved screw and segment adjustment conveniently placed. Pressed steel brake drums, dust-proof. Very effective and durable. Easy of access.  
**Wheels**—120 inches. Tread 55 1-2 inches.  
**Clearance**—Ten inches.  
**Wheels**—34-inch wood artillery. Option, 32-inch.  
**Rims**—Quick detachable.

# THE MARMON CAR

## "The Easiest Riding Auto in the World"

TWO OF THESE FAMOUS MEDIUM-PRICED MACHINES JUST RECEIVED AND NOW ON EXHIBITION AT THE ROYAL HAWAIIAN GARAGE.

THE 1911 MARMON MODELS WITH THEIR LINES OF SIMPLE, CLASSIC BEAUTY, AND MINUTE REFINEMENT OF DESIGN, HAVE PROVED A REVELATION, NOTWITHSTANDING THE FACT THAT THE PUBLIC HAD COME TO EXPECT IN THE MARMON THE VERY BEST THAT CAN BE PRODUCED IN HIGH CLASS MOTOR CARS. THE WHEEL BASE HAS BEEN LENGTHENED TO 120 INCHES, ADDING NOT ONLY TO THE BEAUTY OF THE CAR, BUT TO ITS ROOMINESS AND EASY-RIDING QUALITIES. THE CARS NOW HERE ARE OF THE CLOSED FRONT BODY TYPE, ALTHOUGH THE OPEN FRONT FIVE-PASSENGER BODY WILL BE FURNISHED TO THOSE WHO MAY PREFER THAT STYLE.

THE SAME SILENT, POWERFUL MOTOR THAT HAS CARRIED THE MARMON FAME AROUND THE WORLD IS USED.

THE MARMON IS THE RATIONAL, LOGICAL CAR, MODERATE IN SIZE AND CAPACITY, LIGHT IN WEIGHT WITH AN ABUNDANCE OF POWER; EXCEPTIONALLY WELL-PROPORTIONED, WELL-BALANCED, IT ANSWERS ALL REQUIREMENTS FOR CITY USE AND TOURING WITH GREATER COMFORT AND ECONOMY THAN ANY OTHER TYPE OF CAR. LARGER CAPACITY MEANS LARGER SIZE; LARGER SIZE MEANS GREATER WEIGHT; GREATER WEIGHT MEANS HEAVIER EXPENSE. THESE THINGS THE KNOW.

THE GREAT POPULARITY OF THE MARMON ON THE MAINLAND HAS PROVED THAT THE PUBLIC NEEDS AND APPRECIATES JUST SUCH A CAR—LARGE ENOUGH AND POWERFUL ENOUGH TO CARRY FIVE PASSENGERS OVER ANY KIND OF ROADS AND THROUGH ANY EMERGENCY, MADE AS WELL AS IT IS POSSIBLE TO MAKE ANY CAR, AND SOLD AT A PRICE COMMENSURATE WITH THE HIGH VALUE GIVEN.

THE CONSISTENT SUCCESS OF THE MARMON IN ROAD AND TRACK RACES, OF WHICH IT HOLDS MANY WORLD'S RECORDS, IN ROAD ENDURANCE, CONTESTS AND IN HILL CLIMBING EVENTS, PROVES THE WORTH AND STABILITY OF THE CAR BEYOND QUESTION. MADE IN ONE FACTORY, UNDER THE MOST CAREFUL SUPERVISION IN EVERY MINUTE DETAIL, THE MARMON IS A PRODUCT NOT EXCELLED AND RARELY EQUALLED IN AMERICA OR ABROAD.

A FREE DEMONSTRATION CHEERFULLY GIVEN.

**Royal Hawaiian Garage, Ltd**